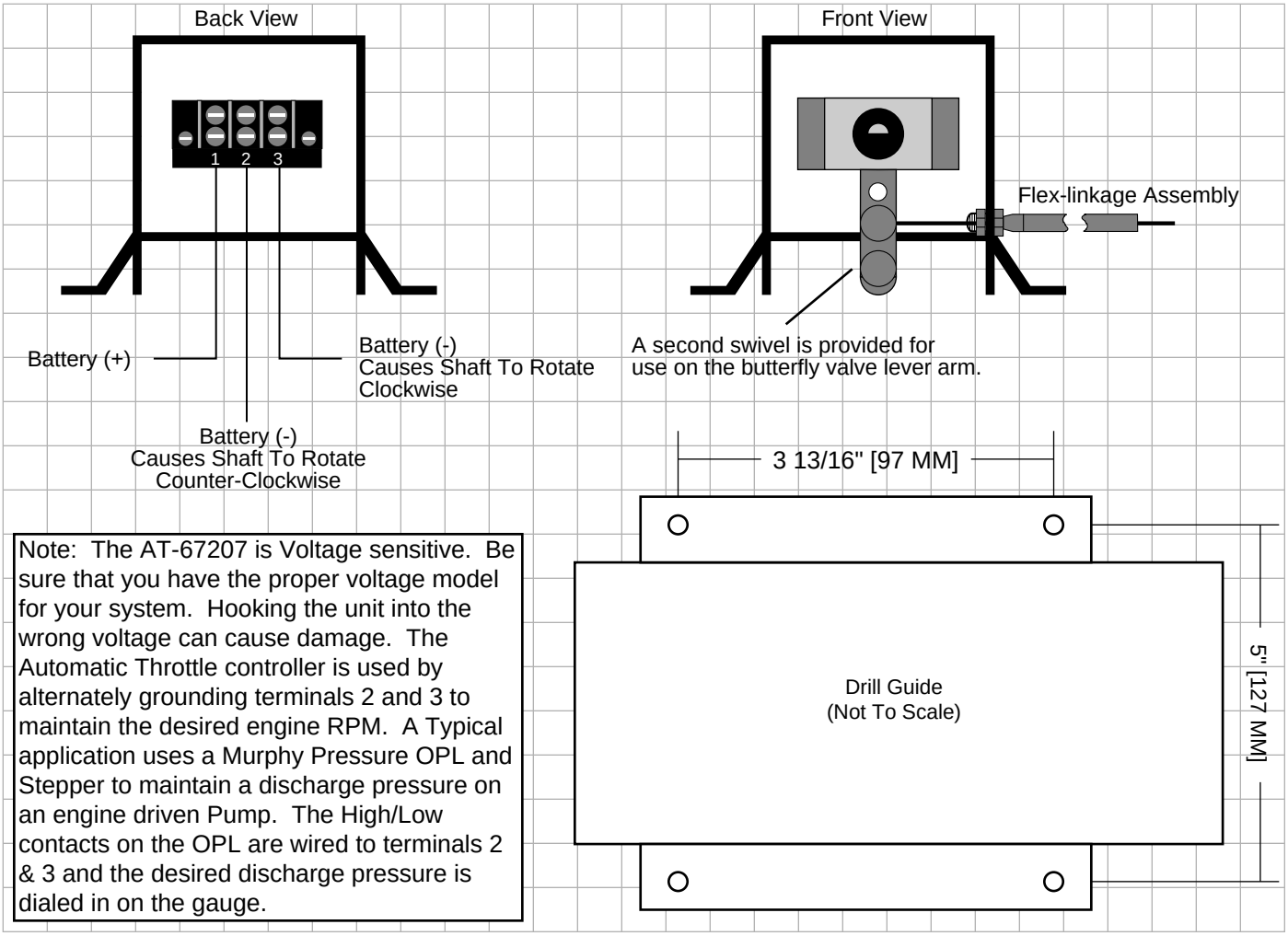
Instruction Sheet For The Murphy AT-67207 Engine Throttle Controller



Note: The AT-67207 is Voltage sensitive. Be sure that you have the proper voltage model for your system. Hooking the unit into the wrong voltage can cause damage. The Automatic Throttle controller is used by alternately grounding terminals 2 and 3 to maintain the desired engine RPM. A Typical application uses a Murphy Pressure OPL and Stepper to maintain a discharge pressure on an engine driven Pump. The High/Low contacts on the OPL are wired to terminals 2 & 3 and the desired discharge pressure is dialed in on the gauge.

Selection of the Auto Throttle should include consideration for the service application, electrical ratings, hazardous area requirements, and general operating conditions. The control linkage has been specially designed to isolate vibration from the gear motor on the throttler to the outer case. This control linkage must be used or vibration may seriously damage the gear motor. The flex linkage assembly has been removed for shipment and must be installed before use. The flex linkage assembly may be assembled in the right or left hand slots on the sides of the throttler. The AT-67207 must be mounted close to, and in line with, the throttle block for straight line pull between the lever arm and the butterfly lever arm. **The throttler should be mounted in a manner that minimizes the effects of excessive shock and vibration on the unit.**

A Separate throttle block must be used if the engine is equipped with a governor or a manual control wire. The AT-67207 is not designed to override other controls. The butterfly valve must work freely.

1. Connect terminal #1 to battery (+).

2. Advance the lever arm to the full idle RPM position (fully clockwise or counter-clockwise by grounding #2 or #3 -- See above illustration.)

3. Connect the flex linkage wire to the butterfly lever arm. Alternately ground terminal #2 and #3 to determine the direction of travel. Select the proper mounting hole in the lever arm of the AT-67207 and on the throttle block butterfly arm to provide proper travel. The proper throttler travel is from the mechanical set idle point, to just slightly above the point where the mechanical governor limits the engine RPM.

4. Visually inspect the linkage assembly to insure that there are no sharp bends or kinks. If the linkage wire bows during operation, a center support should be added.

5. After correct travel is established, tighten the set screws and linkage assembly.
Note: The lever arm must be allowed to travel its full arc. This allows the unit to disconnect itself with internal limit switches. If the lever is unable to reach limit switches, Damage to the unit can occur.